

**SPECIAL TELEPHONIC BOARD MEETING MINUTES**  
**STATE TRANSPORTATION BOARD**  
**9:30 a.m., Monday, January 8, 2007**  
**Arizona Department of Transportation (ADOT)**  
**Director's Office, Room 135**  
**206 South 17<sup>th</sup> Avenue**  
**Phoenix, Arizona 85007**

The State Transportation Board met in official session for a "Telephonic" Board meeting at 9:30 a.m., Monday, January 8, 2007, with Chairman, Jim Martin presiding via phone. Other Board Members participating via phone included: Joe Lane, Si Schorr, Bob Montoya, Delbert Householder, Felipe Zubia and Bill Feldmeier. Dale Buskirk, Assistant Director, TPD also participated via phone. Participating in person were, Victor Mendez, Director, David Jankofsky, Deputy Director, Ron Aschenbach, Attorney General's Office and John McGee, Chief Financial Officer.

The Agenda consisted of the following for Discussion and Action:

**\*ITEM 1:                    Reorganization**


Selection of Chairman and Vice Chairman (in accordance with A.R.S., Section 28 – 303(B)).

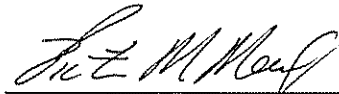
**Board Action:**        Bob Montoya made the motion to elect Joe Lane as Chairman of the State Transportation Board. Delbert Householder seconded and the motion carried unanimously.

**Board Action:**        Delbert Householder made the motion to elect Si Schorr as Vice Chairman of the State Transportation Board. Bob Montoya Seconded and the motion carried unanimously.

**Board Action:**        A motion to adjourn was made by Si Schorr, seconded by Delbert Householder and passed unanimously.

The meeting adjourned at 9:40 a.m.

  
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Joe Lane, Chairman  
State Transportation Board

  
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Victor M. Mendez, Director  
Arizona Department of Transportation

**MINUTES OF THE  
STATE TRANSPORTATION BOARD MEETING  
Immediately following Special Board Meeting  
Friday, January 19, 2007  
The Francisco Grande Hotel and Resort  
26000 W. Gila Bend Highway  
Casa Grande, Arizona 85222**

The State Transportation Board met in official session for a Board meeting immediately following the Special Board meeting at 10:15 a.m., Friday, January 19, 2007, with Chairman Joe Lane presiding. Other Board members present included: Si Schorr, Delbert Householder, Bob Montoya, Felipe Zubia and Bill Feldmeier. Also present were Director Victor Mendez; John McGee, Chief Financial Officer, Administrative Services Division; Dale Buskirk, Director, Planning Division; Sam Elters, State Engineer; Jim Dickey, and Barclay Dick, Division Director, Aeronautics Division. There were approximately 75 people in the audience.

**OPENING REMARKS AND PLEDGE**

Chairman Lane led the audience in the Pledge of Allegiance and thanked CAAG for their wonderful hospitality. Outgoing Chairman Jim Martin was thanked for his leadership and service to the Board. Mr. Martin thanked Board members, past Board members and staff.

**DISTRICT ENGINEER REPORT**

District Engineer, Greg Gentsch provided an update on projects and issues of regional significance. There are a lot of transportation issues being focused on and projects getting ready to start. He referred to a map and highlighted eleven individuals who take care of all state highways in the Casa Grande section, almost 1,000 lane miles out of 4,200 in the district. Near Picacho State Park, almost all of the old style posts with a single strand cable were removed and replaced with fencing and posts. Vegetation clearing is occurring in the median. The I-10 widening designs are ongoing. The area was shown on a map. All projects are on schedule to advertise as required by the end of fiscal year 2007. The first project is in Pima County and will advertise in March 2007. We were selected for an ATWA project on I-19. Decorative landscaping was noted. We are preparing for a four year block agreement negotiated with PGA by the local communities and businesses. Tangarine Road TI is being updated by repainting the bridge and upgrading the landscape under the permit to the Town of Marana. I-10 Corridor Studies are ongoing. I-8 from here close to Casa Grande to Tangarine Road is ready for a second round of public presentations. I-10 from Loop 202 to I-8 begins soon and those two will match on the east side of town. The issue being worked out will be space for the interchanges.

**CALL TO AUDIENCE**

Rick Simonetta, CEO, Metro Light Rail Project in the Phoenix area and elected President of the Arizona Transit Association, said that the Arizona Transit Association has been in existence for twenty years and there are 320 members from diverse groups of private sector companies, small rural and urban transit providers, COGs and MPOs. He complimented the Board and the Department for the efforts and successes over the last few years with regard to becoming a multimodal department of transportation. Given the dynamic growth and transportation problems to face, it's wise to look at multimodal solutions. There was strong representation at the Rural Transportation Summit. They had their board meeting as well and members present were acknowledged. They have concentrated on

reaching throughout the state and identifying where the needs are for public transit improvement. Maricopa County and Pima County passed significant initiatives that are going to increase public transit development. There are needs that go beyond those areas and one of the activities is the identification of rural needs. ADOT is engaged with a Rural Transportation Needs Study. The Governor's recent Executive Order looking at various transportation needs, commuter rail, light rail and mass transit is encouraging. They look forward to working with the Board and dealing with the challenges that come with significant growth.

Kelly Anderson, Mayor, City of Maricopa, stated although only three years old, they have gone from 1,500 to 28,000. One reason for their incorporation is to have a voice. The city council hired the best staff to address city issues such as transportation. They have completed a study and are moving forward with a Regional Transportation Study where stakeholders are participating. They are part of the Hidden Valley Study; it's important to vitality to have more than one way in and out of Maricopa. Eighty to ninety percent of residents commute into the Maricopa area. There is a plan to significantly reduce that, including an aggressive economic development plan. There is a commitment to become a sustainable city. Retail and commercial will come. A key component of the city, region or state's economic vitality is transportation and its efficiency. If there is no means to move the goods and services, people and interstate commerce, things will not work. Another issue is 347. The Board will be posted next month in Maricopa. An agenda is planned. 347 is the life-line to the Metro area. A meeting is being held next week to address the safety issues.

Paul Johnson, Member, Yuma City Council; Member, Executive Committee, Yuma Metropolitan Planning Organization, talked about the lack of transportation funding in the state. He has lived in Arizona for more than 30 years. His family is from Louisiana and Arkansas and they made annual trips on I-10 and I-40. He made a visit to see a friend in Santa Monica, California and relatives in San Antonio and North Carolina and Bakersfield, California. Regarding the drive on I-10, from the Pacific Coast Highway to where it stops in Jacksonville, Florida and I-40 from where it starts in North Carolina to where it stops in California, by far, the worst part of those two interstates is in Arizona. The condition of I-40 and I-10 is noticeably worse in Arizona than in any other state. Once dreading crossing into New Mexico and driving on rough interstates, New Mexico has rebuilt I-10 and I-40. Not criticizing ADOT or the Board because funds are limited, we have to recognize in this state that we have to adequately fund transportation. I welcome and commend efforts done last year; it's nice Senator Burns and Governor Napolitano are trying to get something done for more funding. We need to be sure there are funds for transportation needs. Last year at the Summit, Andy Biggs said there was no chance of an increase in gasoline tax because legislators don't get elected by increasing taxes. The voters in at least five counties in this state voted to impose taxes on themselves to improve their roads. I suggest we work through the state legislature or a referendum to put to the vote, a proposal to abolish the gasoline tax and replace it with a road user fee to be collected at the pump at a higher rate with an index for inflation. The proposal needs strong firewall protection to keep it from being raided by the legislature as has happened with the HURF fund on an historical basis. While in Louisiana, I read about the consideration of converting I-10 into a toll road. In looking at I-40, probably 95 percent of the traffic on I-40 goes from one side of the state to the other. It's a land bridge across our state and it's a prime candidate for tolls for people from out of state to pay for the maintenance of the land bridge across our state. He recommended starting procedures to make I-10 a toll road from Buckeye to the California line and perhaps Benson or Willcox to the New Mexico line. It has a high percentage of thru traffic without any business here.

Mr. Billingsley recognized key ADOT employees and thanked them on the City of Maricopa's behalf. He thanked the Board for Greg Gentsch in the Tucson district and Raza as the district traffic engineer for their dedication and commitment.

Rick Fernau thanked Jim Martin for his service to the state and recognized Richard Powers, district engineer for Show Low. On behalf of the City of Show Low and also representing the White Mountain Regional Transportation Committee, a voluntary organization of communities in the White Mountains, including municipalities in Holbrook, Snowflake, Taylor, Pinetop-Lakeside, Springerville, Eagar, Show Low, the White Mountain Apache Tribe and Navajo and Apache counties. Pending legislation to reform Titles 34 and 28 of the Arizona Revised Statutes poses danger to the state and all Arizonans. The Associated General Contractors' Arizona Chapter is proposing to derail needed public works construction projects by reducing the current threshold allowed under Title 34 to \$100,000. With construction costs soaring, this will stifle the cities and counties ability to provide and maintain high quality roads and related infrastructure for citizens, especially in the White Mountains. This legislation will negatively impact the whole state and benefit only a select group of people. It will make it impossible to secure a valid bid in a timely manner and slow the start and completion of much needed products. Our hands are tied because of regulations designed to be fair to everyone. If this legislation is passed it will add legitimate grounds for complaints. He asked the Board to use influence to protect the rights of all Arizonans by speaking out against this legislation.

Rich Gaar, Executive Director, SEAGO, thanked Jim Martin for his service and mentioned things undone, the TI 302 on I-10 and others that SEAGO is reviewing. On behalf of Terry Cooper and Jim Palmer and Mark Harrington, Mark thanks the Board for continued support on 191. It's an important road for the entire region. He also wants to remind the Board of the need for scoping on 70 and for assistance on the 8<sup>th</sup> Avenue Bridge. Rich thanked ADOT and ADOT staff for help on that section. Mr. Harrington also thanks the Board for the continued support of the Safford Airport and a reminder of the railroad crossing on East 70. Mr. Gaar thanked Bill Harmon and Greg Gentsch.

Nate Robert, addressed issues of importance in northwest Arizona. He acknowledged the district engineer's office. A concern in the Kingman area is the eventual reconstruction on the Hill Street interchange connecting Highway 93 and I-40. In 2009, the Hoover bypass will be complete and the residential community will continue to increase. The traffic traveling east will also be utilizing the Hill Street interchange. On weekends and holidays, traffic is backed up and stopped on I-40 on that access. It is an accident waiting to happen. Regarding the concept of the Rattle Snake Wash, there is design money in the five year construction program. It is important to the community of Kingman to connect to the airport and various rapidly developing areas. Mohave County today has over 4,000 homes platted throughout the various subdivisions from Havasu, Kingman, Mohave Valley and up to the northwest toward Hoover Dam. Jim Dickey was recognized. There are more than ½ million transit trips per year which is significant for a rural transit system. He thanked the Board for continued support on Highway 93.

Jerry, Navajo County Board of Supervisors and Chairman of the White Mountain Regional Transportation Committee, thanked the Board for improving Gonzales Pass and for work being performed.

Steve Stratton, complimented the Board and staff in helping stretch dollars to do the best with what we have.

Tom R., discussed Item 8 on the agenda, the southern half of the north south corridor in Pinal County. They have accepted it and are asking for a center line and the need to take that to the developers. Studies take a long time and others will support the center line to tell developers where it will be and plan development around it. There is a problem coming to the Town of Florence, due to having to cross the Gila River, which will take another expensive structure.

Greg Stanley, Pinal County Public Works, thanked ADOT staff and talked about Item 8. A lot of discussion is about reserving right-of-way as the growth comes and the need to identify them and get them reserved. They want to help and to make sure it gets done. On the north south corridors, they want to get that passed and it is their recommendation that it is adopted. The most important thing is to get that down so right-of-way can be reserved. There is a Pinal County Partnership formed, the developers, the community, members and discussion is to make sure they are aware and willing to reserve right-of-way. Raising the money is part of their discussion as well.

Robert (last name inaudible) said that the city appreciates time spent studying corridors. A *Republic* article noted the housing rebound is beginning to appear in the numbers. As the Mayor of Florence stated, we will work together to set the right-of-way aside so you won't be confronted in buying it in the future. He thanked the Board for all their work.

Name unknown, represents developers both commercial and residential in Florence and throughout Pinal County and spoke in support of Item 8 on the agenda. He thanked Mr. Mendez and staff for work done on the Pinal County Corridor Study. They encourage acceptance and share the idea that the sooner you can draw the center line, the better. Developers are ready to assist in the planning of future efforts.

### **CONSENT AGENDA**

Mr. Lane removed Items 40 and 41 from the Consent Agenda.

Mr. Schorr recused himself from Items 40 and 41.

### **Director's Report**

Victor Mendez provided an up-to-date report regarding current issues and events affecting ADOT. He thanked the community for their hospitality. The Governor appointed Bobbie Lundstrom from Santa Cruz County to the Board. The next step is the Senate confirmation process. Previously Gail Lewis served as the Policy Advisor for Transportation in the Governor's Office. ADOT has been considering creating a position to help with policy matters including the federal and state level and coordination with the Board. Three months ago, the process was started to create the position. In talks with the Governor, we were able to bring Gail back to ADOT to assume that position. Minor changes with the organization will occur. Legislative services will shift under Gail who reports to Mr. Mendez. Regarding the growth and infrastructure initiative, Gail is in tune with running that process with the Governor until her transition to ADOT is complete. Gail also will help with the multimodal approach. The Governor signed off on six Executive Orders with three of them impacting ADOT directly. The Executive Order on expanding Arizona's transportation options, directs ADOT to develop a plan that includes rail, light rail, commuter rail and a plan needs to be developed in 90 days to give the Governor

options. Jim Dickey briefed the Board on how they want to approach the Executive Order. There is a short time frame and it will need to be addressed at the program level, rather than a project level and to address three categories, mass transportation, bus and bus related projects; commuter rail and light rail. At a program level, the three areas will be addressed to provide direction to the Executive Order to identify opportunities in a 20-25 year horizon. A stakeholders group has been established to provide some of the background information and some program development not otherwise able to obtain in the 90 days. The second effort is a public input process to hold meetings across the state. Third, there will be one-on-ones with primary private sector stakeholders. The goal is to deliver the report on April 6.

In reply to a question, this can be discussed at a Study Session as the Board directs.

Mr. Mendez continued by discussion internal performance measures to assess organizational performance. As of December 31, plans were to have under construction 30 projects; there are 40. From a construction dollar perspective, we are \$30 million ahead of schedule. Staff members are doing well with the program; it is on schedule. ADOT was named by Southwest Contractor Magazine the 2007 public performer of the year. There is about \$600 million under contract. With acceleration, ADOT staff members are keeping the program on track. You no longer hear about the amount of complaints with the Motor Vehicle Division. In transportation, complaints are not about ADOT's performance, the issue is limited resources to meet the demand. The challenge is funding resources. Continued support from the Board is needed. Mr. Mendez met with the US Transportation Secretary Mary Peters in Phoenix. The last couple of years there have been concerns about the Highway Trust Fund becoming insolvent before SAFETEA-LU expires. Impacts will be seen in 2008. Discussions with Secretary Peters assessed the revenues are a little better than a year ago. There were discussions on how to work better on initiatives to make them become a reality nation-wide such as safety congestion and innovation. Secretary Peters awarded a Presidential Community Service Award to an employee, Carolyn Upton from the State Engineer's office for her volunteerism and community service. Another issue at the federal level, critical to all, is the issue that Congress adjourned last year and didn't pass nine funding bills, one being transportation. Things are moving forward this year with continued resolutions. Our concern is looking at the Arizona funding issue. We are being funded at '06 levels, which are much lower than '07 recommended levels, about \$90 million. If the rest of the year continues on a continuing resolution, concern is that the '06 level will become the new baseline, which will have an impact on the remaining years of SAFETEA-LU. On a national level, we will be losing more funding. The case will be made with federal policy makers. There is a lot of discussion about how to infuse additional money into transportation. The Governor has her proposal to extend bonding from twenty years to thirty years, estimated to bring \$400 to \$500 million. Appropriations Chairman Burns has a proposal to increase \$450 million from the Rainy Day Fund. The dialogue will continue, keeping in mind these are one time infusions.

### **Legislative Report**

Kevin Biesty provided an update on State and Federal Legislative Issues, including proposed legislation which may affect ADOT. A handout, ADOT Vision 100 Reauthorization Priorities is a document highlighting key issues that face Arizona in this area. This was distributed to the federal delegation and other stakeholders. Work continues with the DC consultant and stakeholders in getting the word out regarding funding. A visit to the delegation in DC will occur again in March. At the state level, the Board Report handout provides an overview of bills that are being monitored. House Bill 2228 reduces the VLT for hybrid vehicles. That would reduce the amount of money for

transportation. HB2345 and 2346 are indexing bills for the gas tax. HB2562 STAN Account interest payments is a bill that would make changes to the Statute where you could authorize payments of interest. HB2569, Highway Expansion Fund; Growth Cities would allow \$20 million of the HELP program to use for street improvements in cities with a population growth of at least 50 percent in the preceding five years. HB2571, Highway Construction; Appropriation would infuse more money into STAN, taking \$62.5 million from HURF and \$35.1 from the State Highway Fund. This is not new money. SB1007 Vehicle License Tax; Military Exemption makes a change to take the exemption when you get back. SB1049, Highway Construction Acceleration; Funds takes \$450 from the Rainy Day Fund and into STAN. SB1172, Highway Fund Bonds; Maturity, would enable the Governor's proposal to go from twenty years to thirty years on the bonds.

In reply to questions regarding designing for the long-term, Mr. Mendez replied that yes, we are. The planning is the long-term approach. The design accounts for that.

### **Financial Report**

John McGee provided summary reports on revenue collections for Highway User Revenues and Maricopa Transportation Excise Tax Revenues, comparing fiscal year results to last year's actuals and forecasts, and reported on interest earnings, HELP Fund status, and other financial information relative to the Board and Department. December 2006 revenues totaled \$116.4, an increase of 1.3 percent above December 2005 and 1.5 percent below the estimate. Year-to-date collections total \$666.5 million, an increase of 3 percent over the same period last year and 1.9 percent below the estimate. The major reason for the variance to the forecast continues to be Use Fuel. Collections to date are below last year. Research has found that there is an issue with refund requests with significantly more this year than last year, about \$11 million last year and \$16 million this year. A reason is last year there were staffing issues in MVP. With re-staffing, some of the refunds that probably should have taken place last year and perhaps reduced last year's totals, probably didn't take place until this year. It's a timing issue on refunds, understated last year and overstated this year. A larger issue is a marked decrease in truck tonnage from last year to this year. Through November, year-over-year truck tonnage was down about 3 percent over the prior year, nationwide. This is attributed to an economic slowdown. Studies show that the trucking industry still contains about a 70 percent share of all goods shipped throughout the country. If the trend continues, there is little chance of meeting the fiscal year forecast goal. The November 2006 RARF collections totaled \$31.8 million, an increase of 10.2 percent above November 2005 and 1 percent below the estimate. Year-to-date RARF revenues through November 2006 totaled \$159.3 million, an increase of 8.8 percent above the same time period last year and even with the estimate. There are slight variances in the categories and are balanced out. The Investment Report during the month of November 2006 indicates earnings of \$5.4 million on investments for an average of 5.04 percent yield. Year-to-date earnings stand at \$19.7 million for an average yield of 4.82 percent. The HELP fund balance for the month of December 2006 is \$1.4 million, basically unchanged from the last month. A copy of the Annual Report was distributed to the Board members.

Mr. Feldmeier asked about rail and in reply, the only aspect that came into discussion was whether the trucking industry was losing its share to rail. The answer was no.

In reply to a question from Mr. Schorr, Mr. McGee said there has not been a comparison with other states. Taxation on commercial vehicles varies considerably from state to state. The only thing states have in common and is comparable is gas tax.

### **Financing Program**

John McGee provided an update on financing issues affecting the Board and the Department, including HURF and RARF Bonding, GAN issuances and Board Funding Obligations. Included in the Board's packet is a one page summary of the Governor's proposal to increase bond maturity lengths on HURF bonds from twenty years to thirty years. This document was part of the Governor's budget package. Projects have been done and at current interest rates and current revenue levels, this proposal will give the Board the ability to issue about \$500 million more in overall capacity. Currently it is \$2.1 billion, about \$1.5 is outstanding and the rest is or will be programmed. There have not been direct discussions with the rating agencies yet. There should not be an impact on the ratings. There will be a number of economic benefits in terms of projects getting completed sooner. Interest rates are low. Costs are being reviewed as are worst case scenarios.

### **Direction To Proceed: Highway Revenue Bonds**

John McGee presented a Resolution directing Department Staff, Financial Advisor and Bond Counsel to take all actions necessary precedent to its planned issuance of Highway Revenue Bonds. Due to a significant decrease in interest rates that had made a potential refunding of approximately \$75 million of currently outstanding HURF debt feasible in terms of reaching targets of about 4 percent savings, there is a recommendation that the Board approve a resolution directing department staff, its financial advisor and Bond Counsel to proceed with refunding to take advantage of the situation if interest rates do decrease again. The resolution states:

The Board hereby directs Departmental staff, working with RBC Dain Rauscher Inc. as Financial Advisor and Squire, Sanders & Dempsey L.L.P. as Bond Counsel to the Board, to take all actions necessary precedent to the Board's planned issuance of its Highway Revenue Bonds, in one or more series of senior or subordinated bonds, to be designated, and on such other terms and conditions as determined and authorized by resolution of the Board. The adoption of this Resolution is recommended.

**Board Action:** A motion to approve the above recommendation was made by Mr. Martin, seconded by Mr. Schorr and passed unanimously.

### **Right-of-Way Resolution on Loop 303**

Floyd Roehrich briefed the Board on issues relative to the Loop 303, from Happy Valley Road to I-17. Staff will request that the Board approve a Right-of-Way Resolution adopting a new Loop 303 State Route Plan. The refinement is the north portion from Happy Valley Road on the west end and ties into I-17. The previous alignment during the early parts of the study phase followed Lake Pleasant Parkway to SR 74 and to I-17. After the study phase, a better alignment was identified meeting the transportation needs in the area. Major elements of the alignments are the connection from 303 to 74 as well as a system TI at the 303 and I-17. There are nine Service TIs, river and washes and a CAP Siphon. It does have a complete system interchange from 303 to I-17 both north and south. A map of initial construction was shared. The segment under design was described; from Happy Valley Road to Lake Pleasant Parkway. A phased construction is planned to the ultimate HOV and Auxiliary lanes. The study was completed. DCR has been signed. Stakeholders having influence include local governments, federal agencies and other private agencies. A key stakeholder is MCDOT. There is a lot of transportation planning in progress north of the 303 and west of I-17. The study was expanded



to look at the New River Freeway, to capture the regional transportation issues. Approval of the Resolution to refine SR83 within the limits identified in the packet was recommended.

**Board Action:** A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Martin and passed unanimously.

### **Resolution on Pinal Corridors**

Dale Buskirk presented a Resolution to the Board regarding issues relative to the Southern portion of the North-South Corridor in Pinal County. Presented at last month's Study Session, was a recommendation from further analysis of the appropriate corridor definition of the southern end of the north south freeway in Pinal County. A copy of the Resolution and map was shared. There were a number of votes in the public call today in support of the Resolution.

Now, therefore be it resolved that the Arizona State Transportation Board formally incorporates the findings and recommendations of the above-mentioned study, as illustrated on the MPS, into MoveAZ, the long-range, multi-modal transportation plan for the State of Arizona. The adoption of this Resolution is recommended.

**Board Action:** A motion to approve the above recommendation was made by Mr. Feldmeier, seconded by Mr. Montoya and passed unanimously.

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### **MINUTES – APPROVAL**

Study Session Minutes – December 14, 2006

### **2007 BOARD MEETING & PUBLIC HEARING DATES AND LOCATIONS** **STUDY SESSIONS TO BE SCHEDULED AS NEEDED**

January 19, 2007 – Board Meeting – Casa Grande – 9:00 a.m.  
February 16, 2007 – Board Meeting – City of Maricopa – 9:00 a.m.  
March 8, 2007 – MAG/ADOT Joint Public Hearing at MAG Office – Time TBD  
March 16, 2007 – Board Meeting – Sierra Vista – 9:00 a.m.  
April 6, 2007 – Public Hearing – Flagstaff – 9:00 a.m.  
April 20, 2007 – Board Mtg. & Pub. Hearing – Phoenix/ADOT – 9:00 a.m.  
May 4, 2007 – Public Hearing – Tucson – 9:00 a.m.  
May 18, 2007 – Board Meeting – Kingman – 9:00 a.m.  
June 15, 2007 – Board Meeting - Springerville – 9:00 a.m.  
July 20, 2007 – Board Meeting – Payson – 9:00 a.m.  
August 17, 2007 – Board Meeting – Avondale – 9:00 a.m.  
September 21, 2007 – Board Meeting – Sedona - 9:00 a.m.  
October 19, 2007 – Board Meeting – Globe – 9:00 a.m.  
November 16, 2007 – Board Meeting – Lake Havasu City – 9:00 a.m.  
December 21, 2007 – Board Meeting – Tucson – 9:00 a.m.

**Board Action:** A motion to approve the above recommendation was made by Mr. Zubia, seconded by Mr. Martin and passed unanimously.

**PRIORITY PLANNING ADVISORY COMMITTEE (PPAC)**

**FY 2007 - 2011 Transportation Facilities Construction Program Requested Modifications**

ROUTE NO: SR 260 @ MP 252  
COUNTY: Gila  
SCHEDULE: New Request – FY 2007  
SECTION: Payson to Preacher Canyon  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Mohamad Jawhar  
PROJECT: H659301C  
REQUESTED ACTION: Establish a new pavement preservation project in the FY 2007 Highway construction Program. **Funds available from the FY 2007 Pavement Preservation Fund #72507.**

NEW PROGRAM AMOUNT: \$7,000,000

ROUTE NO: SR 90 @ MP 322.5  
COUNTY: Cochise  
SCHEDULE: FY 2007  
SECTION: E Ave. Del Sol - Colonia  
TYPE OF WORK: Construct multi-use path and landscape  
PROGRAM AMOUNT: \$320,000  
PROJECT MANAGER: Natalie Clark  
PROJECT: H641301C Item # 23805 JPA 85-012  
REQUESTED ACTION: Increase funding for transportation enhancement project in the FY 2007 Highway Construction Program. **Funds are available from FY 2007 Transportation Enhancement Improvements #75307.**

PROGRAM AMOUNT: \$320,000  
NEW PROGRAM AMOUNT: \$550,000

ROUTE NO: SR 90 @ MP 321.9  
COUNTY: Cochise  
SCHEDULE: New Request – FY 2007  
SECTION: Crossroads - Cesar

TYPE OF WORK: Construct Multi-Use Paths  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Natalie Clark  
PROJECT: H660401C JPA 85-012  
REQUESTED Establish a new multi-use path project in the FY  
ACTION: 2007 Highway Construction Program. **Funds are available from FY 2007 Transportation Enhancement Improvements #75307**

NEW PROGRAM AMOUNT: \$480,000

**Board Action:** A motion to approve Items 10, 11 and 12 was made by Mr. Martin, seconded by Mr. Householder and passed unanimously.

ROUTE NO: SR 79 @ MP 127.4  
COUNTY: Pinal  
SCHEDULE: New Request – FY 2007  
SECTION: Jct. SR 79 and Cactus  
TYPE OF WORK: Left turn lanes  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Paul Sullivan  
PROJECT: H608301C JPA 06-018  
REQUESTED Establish a new turn lane project in the FY 2007  
ACTION: Highway Construction Program. **See funding sources below.**

FY 2007 District Minor Fund #73307 \$1,390,000  
JPA 06-018 Pinal County \$510,000

**Board Action:** A motion to approve the above recommendation was made by Mr. Householder, seconded by Mr. Montoya and passed unanimously.

NEW PROGRAM AMOUNT: \$1,900,000  
ROUTE NO: US 180 @ MP 250  
COUNTY: Coconino  
SCHEDULE: New Request – FY 2007  
SECTION: Forest Boundary - Valle  
TYPE OF WORK: Pavement preservation  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Chris Puleo  
PROJECT: H681001C  
REQUESTED Establish a new pavement preservation project in the  
ACTION: FY 2007 Highway Construction Program. **Funds are available from FY 2007 Pavement Presevation Fund #72507.**

NEW PROGRAM AMOUNT: \$7,000,000

**Board Action:** A motion to approve the above recommendation was made by Mr. Montoya, seconded by Mr. Householder and passed unanimously.

ROUTE NO: SR 89A @ MP 382.4  
COUNTY: Coconino  
SCHEDULE: FY 2007  
SECTION: SR 89A at MP 382.4  
TYPE OF WORK: Rockfall containment  
PROGRAM AMOUNT: \$1,485,000  
PROJECT MANAGER: Michael Andazola  
PROJECT: H552301C Item # 12802  
REQUESTED ACTION: Deleted project from the FY 2007 Highway Construction Program. This project was terminated for convenience and reestablished as a new project.  
**Transfer \$1,485K to FY 2007 Statewide Contingency #72307.**

ROUTE NO: SR 89A @ MP 382.4  
COUNTY: Coconino  
SCHEDULE: New Request – FY 2007  
SECTION: SR 89A at MP 382.4  
TYPE OF WORK: Rockfall containment  
PROGRAM AMOUNT: New Project  
PROJECT MANAGER: Michael Andazola  
PROJECT: H698801C  
REQUESTED ACTION: Reestablish a new construction project in the FY 2007 Highway Construction Program. **See funding sources below.**

FY 2007 Statewide Contingency Fund	\$1,485,000
FY 2007 Slope Management Fund	\$4,920,000
FY 2007 District Minor Fund	\$200,000
NEW PROGRAM AMOUNT:	\$6,605,000

**Board Action:** A motion to approve Items 15 and 16 was made by Mr. Montoya, seconded by Mr. Householder and passed unanimously.

In answer to a question, Mr. Elters stated there were issues regarding performance. The contractor on the job with the equipment was not able to perform. Combined with the severe weather conditions, it was determined it was in the best interest to terminate the contract and revisit it. In doing so, we were able to include specific language in the new specs to ensure that the contractor who will be awarded will have the adequate and necessary equipment to deliver. This is an area where topography is important. Slope stabilization is essential. The problem will continue unless we take action; therefore we are taking action.

COUNTY: Maricopa  
 SCHEDULE: New Request – FY 2007  
 SECTION: Quiet Pavement, Phase IX  
 TYPE OF WORK: Construct Quiet Pavement  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Steve Mishler  
 PROJECT: H708101C  
 REQUESTED ACTION: Establish a new Quiet Pavement project in the FY 2007 Highway Construction Program. **See funding sources below.**

FY 2008 MAG Asphalt Rubber Noise Mitigation #41508	\$6,500,000
FY 2007 Pavement Preservation Fund #72507	\$2,000,000
FY 2007 Var. Regional Frwys - Quiet Pavement #41107	\$1,500,000
FY 2007 RTP Cash Flow	\$600,000
<b>NEW PROGRAM AMOUNT:</b>	<b>\$10,600,000</b>

**Board Action:** A motion to approve the above recommendation was made by Mr. Zubia, seconded by Mr. Schorr and passed unanimously.

ROUTE NO: SR 347 @ MP 178.4  
 COUNTY: Pinal  
 SCHEDULE: New Request – FY 2007  
 SECTION: Intersection of SR 347 and Casa Blanca Road  
 TYPE OF WORK: Traffic signal installation  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Ray Leon  
 PROJECT: HX19201C JPA 06-098  
 REQUESTED ACTION: Establish a new traffic signal project in the FY 2007 Highway Construction Program. **See funding sources below.**

FY 2007 Pavement Preservation Fund #72507	\$260,000
FY 2007 Highway Safety Improvement Fund #72807	\$250,000
<b>NEW PROGRAM AMOUNT:</b>	<b>\$510,000</b>

**Board Action:** A motion to approve the above recommendation was made by Mr. Householder, seconded by Mr. Montoya and passed unanimously.

ROUTE NO: SR 347 @ MP 174.0  
 COUNTY: Pinal  
 SCHEDULE: New Request – FY 2007  
 SECTION: Maricopa – County Line  
 TYPE OF WORK: Pavement Preservation  
 PROGRAM AMOUNT: New Project  
 PROJECT MANAGER: Ray Leon  
 PROJECT: H635301C

REQUESTED ACTION: Establish a new pavement preservation project in the FY 2007 Highway Construction Program. **Funds are available from FY 2007 Pavement Presevation Fund #72507.**

NEW PROGRAM AMOUNT: \$9,100,000

**Board Action:** A motion to approve the above recommendation was made by Mr. Householder, seconded by Mr. Feldmeier and passed unanimously.

#### **FY 2007-2011 Airport Development Program – Requested Modifications**

AIRPORT NAME: Lake Havasu  
SPONSOR: Lake Havasu City  
AIRPORT CATEGORY: Commercial  
SCHEDULE: FY 2007 - 2011  
PROJECT #: E1139  
PROGRAM AMOUNT: Project Change Request  
PROJECT MANAGER: Ed Suserud  
PROJECT DESCRIPTION: Rehabilitate Apron; Rehabilitate Access Road; Terminal Construction, Phase 1; Drainage & Erosion Control.  
REQUESTED ACTION: Recommend STB approval for additional \$1,401.00 to match FAA grant amendment increase.  
FUNDING SOURCES: 

<b>FAA</b>	678,583
<b>Sponsor</b>	\$33,311
<b>State</b>	\$33,311
<i>Total Program</i>	\$745,205

AIRPORT NAME: Tucson International Airport  
SPONSOR: Tucson Airport Authority  
AIRPORT CATEGORY: Commercial  
SCHEDULE: FY 2007 – 2011  
PROJECT #: E7F61  
PROGRAM AMOUNT: Project Change Request  
PROJECT MANAGER: Tammy Martelle  
PROJECT DESCRIPTION: Residential sound insulation program within the 65 Ldn noise contour (approx. 35 residential units)  
REQUESTED ACTION: Recommend STB approval for increase of \$22,772 to correct the following error. An oversight was made, the original grant match was calculated at 2.50%. By Federal Law this airport receives 91.06% project funding which makes the State Match 4.47%.

FUNDING SOURCES:	<b>FAA</b>	\$1,000,000
	<b>Sponsor</b>	\$49,088
	<b>State</b>	\$49,089
	<i>Total Program</i>	\$1,098,177

**Board Action:** A motion to approve Items 20 and 21 was made by Mr. Schorr, seconded by Mr. Feldmeier and passed unanimously.

AIRPORT NAME:	Marana Regional
SPONSOR:	Town of Marana
AIRPORT CATEGORY:	Reliever
SCHEDULE:	FY 2007 – 2011
PROJECT #:	E7S15
PROGRAM AMOUNT:	Project Change Request
PROJECT MANAGER:	Ed Suserud
PROJECT DESCRIPTION:	Reconstruct Large Aircraft Apron.
REQUESTED ACTION:	Recommend STB approval for reduction in funding (\$360,000) to allow for a new State Grant E7S75 (Terminal Design) shown below.

FUNDING SOURCES:	<b>FAA</b>	\$0
	<b>Sponsor</b>	\$84,246
	<b>State</b>	\$758,213
	<i>Total Program</i>	\$842,459

AIRPORT NAME:	Marana Regional
SPONSOR:	Town of Marana
AIRPORT CATEGORY:	Reliever
SCHEDULE:	FY 2007 – 2011
PROJECT #:	E7S75
PROGRAM AMOUNT:	New Project Request
PROJECT MANAGER:	Ed Suserud
PROJECT DESCRIPTION:	Design Only: New Airport Terminal.
REQUESTED ACTION:	Recommend STB approval for new State Grant.

FUNDING SOURCES:	<b>FAA</b>	\$0
	<b>Sponsor</b>	\$40,000
	<b>State</b>	\$360,000
	<i>Total Program</i>	\$400,000

**Board Action:** A motion to approve Items 22 and 23 was made by Mr. Schorr, seconded by Mr. Householder and passed unanimously.

- Minutes of January 3, 2007
- Summary of Changes in the FY 2007-2011 Highway Construction Program
- Highway Program Monitoring Report

Next regular scheduled meetings of the Priority Planning Advisory Committee (PPAC). Times and dates of meetings could vary and will be announced at time of agenda distribution.

- February 7, 2007 10:00 AM
- March 7, 2007 10:00 AM

<http://ADOTPPAC.ORG/>

**Board Action:** A motion to approve Items 24 and 25 was made by Mr. Schorr, seconded by Mr. Householder and passed unanimously.

### **RIGHT OF WAY RESOLUTIONS**

- |   |                 |   |
|---|-----------------|---|
| * | RES NO:         | 2007-01-A-001   |
|   | PROJECT:        | S-089-B-702 / 089YV317H670101R  |
|   | HIGHWAY:        | PRESCOTT – ASH FORK   |
|   | SECTION:        | Chino Valley – Granite Dells  |
|   | ROUTE NO.:      | State Route 89  |
|   | ENG. DIST:      | Prescott  |
|   | COUNTY:         | Yavapai   |
|   | RECOMMENDATION: | Establish additional right of way as a state route for intersection improvements  |
|   |                 |   |
| * | RES. NO:        | 2007-01-A-002   |
|   | PROJECT:        | 060MA113H678701R  |
|   | HIGHWAY:        | WICKENBURG - PHOENIX  |
|   | SECTION:        | Turtleback Wash – Hassayampa River  |
|   | ROUTE NO.:      | U.S. 60   |
|   | ENG. DIST:      | Prescott  |
|   | COUNTY:         | Maricopa  |
|   | RECOMMENDATION: | Establish additional right of way as a state route for bank stabilization improvements to enhance safety for the traveling public |



\* RES. NO: 2007-01-A-003  
PROJECT: 040BCN194H657201R  
HIGHWAY: FLAGSTAFF BUSINESS ROUTE  
SECTION: RR Springs Blvd. – Riordan Rd.  
ROUTE NO.: State Route B-40  
ENG. DIST: Flagstaff  
COUNTY: Coconino  
RECOMMENDATION: Establish additional right of way as a state route for improvements to enhance safety for the traveling public

\* RES. NO: 2007-01-A-004  
PROJECT: 169YV000H635101R  
HIGHWAY: DEWEY – COPPER CANYON  
SECTION: Agua Fria River Bridge #1371  
ROUTE NO.: State Route 169  
ENG. DIST: Prescott  
COUNTY: Yavapai  
RECOMMENDATION: Establish additional right of way as a state route for improvements to enhance safety of the traveling public

\* RES. NO: 2007-01-A-005  
PROJECT: F-022-1-701 / 060LA035H088801R  
HIGHWAY: QUARTZSITE - WICKENBURG  
SECTION: Brenda to Mile Post 41  
ROUTE NO.: U.S. 60  
ENG. DIST: Yuma  
COUNTY: La Paz  
DISPOSAL: D-Y-035  
RECOMMENDATION: Disposal by easement extinguishment to the under lying fee owner

RES. NO: 2007-01-A-006  
PROJECT: S-303-A-700 / 303LMA025H594601R  
HIGHWAY: ESTRELLA FREEWAY  
SECTION: Happy Valley Rd. – I-17  
ROUTE NO.: State Route 303 Loop  
ENG. DIST: Phoenix  
COUNTY: Maricopa  
RECOMMENDATION: Refine Corridor State Route Plan

**Board Action:** A motion to approve the above recommendation was made by Mr. Schorr, seconded by Mr. Martin and passed unanimously.

\* RES. NO: 2007-01-A-007  
PROJECT: U-093-B-803 / 093MO115H592403R  
HIGHWAY: WICKENBURG - KINGMAN  
SECTION: Big Sandy – Deluge Wash  
ROUTE NO.: U.S. Route 93

ENG. DIST: Kingman  
COUNTY: Mohave  
RECOMMENDATION: Amend Resolution 2006-06-A-027 due to design change

\* RES. NO: 2007-01-A-009  
PROJECT: 347PN174HX19201R  
HIGHWAY: MARICOPA ROAD  
SECTION: Casa Blanca Road Intersection  
ROUTE NO.: State Route 347  
ENG. DIST: Tucson  
COUNTY: Pinal  
RECOMMENDATION: Establish additional right of way as a state route and state highway for installation of a traffic signal

\* RES. NO: 2007-01-A-010  
PROJECT: S-087-A-700 / 087GI255H588901R  
HIGHWAY: PAYSON - WINSLOW  
SECTION: North Payson - Pine  
ROUTE NO.: State Routes 87, 260  
ENG. DIST: Prescott  
COUNTY: Gila  
RECOMMENDATION: Establish additional right of way as a state route and state highway for widening improvements.

\* RES. NO: 2007-01-A-011  
PROJECT: I-010-B-701 / 010MA126H678001R  
HIGHWAY: EHRENBERG - PHOENIX  
SECTION: Bullard Ave. T.I.  
ROUTE NO.: Interstate Route 10  
ENG. DIST: Phoenix  
COUNTY: Maricopa  
RECOMMENDATION: Establish additional right of way as a state highway for traffic interchange improvements

\* RES. NO: 2007-01-A-012  
PROJECT: 095LA157H638001R  
HIGHWAY: QUARTZSITE – PARKER - TOPOCK  
SECTION: Holiday Harbour  
ROUTE NO.: State Route 95  
ENG. DIST: Yuma  
COUNTY: La Paz  
RECOMMENDATION: Establish additional right of way as a state route for drainage and widening improvements

\* RES. NO: 2007-01-A-013  
PROJECT: S-085-B-702 / 085MA147H567503R  
HIGHWAY: GILA BEND - BUCKEYE  
SECTION: Gila River – Jct. I-10  
ROUTE NO.: State Route 85  
ENG. DIST: Phoenix

COUNTY: Maricopa  
RECOMMENDATION: Establish additional right of way as a state route and state highway for widening improvements

\* RES. NO: 2007-01-A-014  
PROJECT: 600-7-802 / 202LMA000H538001R  
HIGHWAY: SANTAN FREEWAY  
SECTION: Price Road – Arizona Avenue (Price Road south of Santan)  
ROUTE NO.: State Route 202 Loop  
ENG. DIST: Phoenix  
COUNTY: Maricopa  
RECOMMENDATION: Disposal by Abandonment to The City of Chandler

### **STATE ENGINEER'S REPORT**

Sam Elters, State Engineer reported that there are currently 65 projects under construction valued at approximately \$7.9 million. During December, the Department finalized three projects valued at \$10.5 million. Fiscal year-to-date, 58 projects have been finalized.

### **CONSTRUCTION CONTRACTS**

#### Interstate Non-Federal Aid

BIDS OPENED: December 14  
HIGHWAY: FLAGSTAFF – HOLBROOK HIGHWAY (I-40)  
SECTION: Cottonwood Bridges, EB & WB  
COUNTY: Navajo  
ROUTE NO.: I-40  
PROJECT: I-040-D-510 040 NA 259 H644801C  
FUNDING: 100% State  
LOW BIDDER: Bison Contracting Co., Inc.  
AMOUNT: \$ 647,795.00  
STATE AMOUNT: \$ 666,800.00  
\$ UNDER: \$ 19,005.00  
% UNDER: 2.9%  
NO. BIDDERS: 11  
RECOMMENDATION: AWARD

**Board Action:** A motion to approve the above recommendation was made by Mr. Montoya, seconded by Mr. Feldmeier and passed unanimously. Si Schorr recused himself from this Item.

BIDS OPENED: December 14  
HIGHWAY: FLAGSTAFF – HOLBROOK HWY (I-40)  
SECTION: Leroux Wash Bridges (EB & WB)

COUNTY: Navajo  
ROUTE NO.: I-40  
PROJECT: 040-D-NFA 040 NA 284 H676401C  
FUNDING: 100% State  
LOW BIDDER: Bison Contracting Co., Inc.  
AMOUNT: \$ 888,646.25  
STATE AMOUNT: \$ 946,275.00  
\$ UNDER: \$ 57,628.75  
% UNDER: 6.1%  
NO. BIDDERS: 11  
RECOMMENDATION: AWARD

**Board Action:** A motion to approve the above recommendation was made by Mr. Martin, seconded by Mr. Montoya and passed unanimously. Si Schorr recused himself from this Item.

#### Non-Interstate Non-Federal Aid

\* BIDS OPENED: December 14  
HIGHWAY: SR 87 – STATE PARK LIMITS  
SECTION: Tonto Natural Bridge State Park  
COUNTY: Gila  
ROUTE NO.: SR 87  
PROJECT: S-087-C-309 087 GI 263 H658801C  
FUNDING: 100% State  
LOW BIDDER: EME West Construction, Inc.  
AMOUNT: \$ 724,049.00  
STATE AMOUNT: \$ 671,672.85  
\$ OVER: \$ 52,376.15  
% OVER: 7.8%  
NO. BIDDERS: 8  
RECOMMENDATION: AWARD

\* **Comments and Suggestions**  
Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting Agendas.

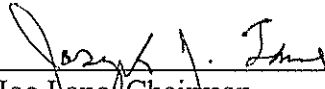
#### **CONSENT AGENDA**

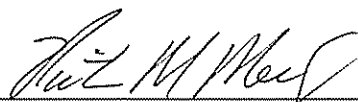
**Board Action:** A motion to approve the Consent Agenda was made by Mr. Martin, seconded by Mr. Schorr and passed unanimously.

#### **ADJOURN**

**Board Action:** A motion to adjourn was made by Mr. Martin, seconded by Mr. Householder and passed unanimously.

The meeting adjourned at 12:35 p.m.

  
\_\_\_\_\_  
Joe Lane, Chairman  
State Transportation Board

  
\_\_\_\_\_  
Victor M. Mendez, Director  
Arizona Department of Transportation

\*Denotes items approved in the consent agenda.

**MINUTES OF THE  
STATE TRANSPORTATION BOARD  
SPECIAL BOARD MEETING  
9:00 a.m., Friday, January 19, 2007  
The Francisco Grande Hotel and Resort  
26000 W. Gila Bend Highway  
Casa Grande, Arizona 85222**

The State Transportation Board met in official session for a Special Board meeting at 9:00 a.m., Friday, January 19, 2007, with Chairman Joe Lane presiding. Other Board members present included: Si Schorr, Delbert Householder, Bob Montoya, Felipe Zubia and Bill Feldmeier. Also present were Director Victor Mendez; John McGee, Chief Financial Officer, Administrative Services Division; Dale Buskirk, Director, Planning Division; Sam Elters, State Engineer; Jim Dickey, and Barclay Dick, Division Director, Aeronautics Division. There were approximately 75 people in the audience.

**PLEDGE**

Chairman Joe Lane led the audience in the Pledge of Allegiance.

**Truck Bypass Study of Phoenix and Tucson**

Dale Buskirk provided information and led a discussion of possible need for a feasibility study of an alternative route to I-10 in the Phoenix and Tucson Metropolitan areas. He began by stating there are three scheduled meetings. The first meeting started yesterday, a special meeting to discuss a proposed study of a bypass around I-10. The second meeting is a regular board meeting with an agenda item. At the completion of that, a third study session.

Mr. Mendez stated that last month there was a proposal put forth by Board member Si Schorr for us to consider a bypass to go around the Tucson area. There was information provided at that point in time. My request was that we take a month to ensure we understand the full scope of the request and that Board members send information, thoughts or comments of what we ought to be looking at. From there we can develop a scope. We only received written comments from Mr. Schorr so we incorporated that into our proposal.

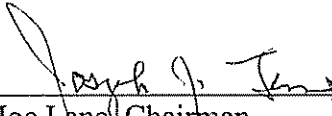
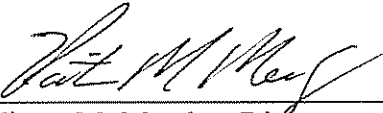
Dale Buskirk continued by stating, at last month's meeting, a proposal was advanced and staff was asked to review that proposal and prepare a presentation for your consideration. For convenience, we entitled it I-10 Phoenix - Tucson Bypass Study. A map was shared as part of the presentation that was made to the Board last month. It identifies a route somewhere west of the Metropolitan Tucson area and proceeding through Pima County, Pinal County and into Maricopa County and terminating on I-10 at some point to the west of the Metropolitan Phoenix area. On the map, it begins by looking at State Route 76. One of the first things we did was look at State Route 76 to ascertain its suitability as the starting point. It is typically called the Benson - San Manuel Highway. It was 57 miles in length; 44 miles of it was unpaved. In 1967, as part of Board action, it was established as a State Highway 176. This was changed three years later in 1970 and designated as State Route 76. With its designation as a State Route, a feasibility study was conducted in 1978. The purpose of the study was to examine the cost to construct State Route 76 as a fully paved roadway. In that study, it identified a number of drainage challenges and recommended delay of construction until 1988 due to financial constraints. That would be an expensive project to pave it primarily for drainage reasons. Shortly after the

- Funding alternatives (private, toll road, public/private partnerships, etc.)
- Completion date by end of 2007
- A progress update given to the Board every three months

The motion was seconded by Mr. Feldmeier and passed unanimously.

## **ADJOURN**

**Board Action:** A motion to adjourn was made, seconded and passed unanimously. The meeting adjourned at 9:50 a.m.

  
\_\_\_\_\_  
Joe Lane, Chairman  
State Transportation Board  
\_\_\_\_\_  
Victor M. Mendez, Director  
Arizona Department of Transportation

is we know that Arizona is growing and developing. If these trends continue, we need to be prepared at a planning level to address them. So they are going to be addressed one way or another as part of this effort. That is why I thought it appropriate to address this study as a local corridor definition study. We can certainly change that to something more general or higher level study and do that quicker and more cheaply. In either case, if it is the Board's pleasure we could make the kinds of staff and resource adjustments necessary.

Mr. Feldmeier stated that he doesn't see why we shouldn't be able to allow ourselves to have continued updates so that we don't wait until the end of the twelve month period and find out that we got into a direction where we don't want to be. I'm fine with taking small steps along the way. I just want to see us get in the direction. I don't care what we call this study. I want to know when we're on the right track and if we work our way through this if you bring it back and address us perhaps that might assist us in getting us where we need to go. I want to talk about I-17 but I want to finish this discussion first.

Mr. Schorr added for the motion a suggestion that whether we go in-house or to an outside consultant for an RFP process that we build into the arrangement, a contact or understanding, that we get progress on the study every three months.

It was also mentioned that I-19 be looped in.

Mr. Chairman, I think not, because I-19 has been studied on the Pima County level. There are still proposals being discussed that would divert traffic from I-19 on to I-10. Those studies go up and go down and unfortunately they've never been complete. There are some proposals on the recently adopted Regional Transportation Area Plan for Pima County which deal with that to some respect. I see that as a separate problem. The trucks coming out from I-19 onto I-10 would not necessarily tie into this bypass system. This is not a perfect solution to the problems of Greater Tucson and Greater Phoenix. I think they could be a good solution.

I disagree. I don't know how you can study the potential need for an I-10 bypass around Tucson without knowing what the impact and alternatives are for I-19 as well.

I have no objection to further understanding what those complications are and the impacts of I-19 as part of the study. I think it would be useful information; it would tell us what kind of traffic is being generated in the state from Nogales north.

**Board Action:** A motion was made by Mr. Schorr to prepare the request for proposal for a bypass feasibility study to be done for an alternative route to I-10 in the Phoenix and Tucson Metropolitan areas and that the study include the following components:

- Traffic demand distribution (the feasibility is partially determined by the demand of the facility)
- Conceptual Plan (general alignment alternatives)
- Preliminary Environmental Screening (air, water, land and other environmental concerns)
- General cost estimates (rough estimates based on the conceptual plan)
- Cost benefit analysis (traffic demand in relation to costs)



In addition to the amount of time required to do the tasks, there are also other relevant considerations that affect the timing of the study. There are federal statutes that require stakeholder involvement and public participation. Since this would cover a number of jurisdictions there would be some coordination activities and some required public participation and that takes some time.

Maybe there is a disconnect between what Board member Si is looking for and what staff is used to provide, which is a little bit more detailed corridor analysis. If we can step back and take a look if there is a corridor that was to cross the state, what are the considerations, there is a river, existing facilities and if that were the case, what are we looking at possibly. That is something that can be done in a year because there already is a line there. What are the implications of that line? Maybe at that point, we come back, the Board makes a decision, do we want this to proceed, do an RFP for a more detailed corridor definition study. Maybe that is the approach to take.

What you're saying is that the corridor definition model is probably not appropriate and to use something at a much more generalized level and therefore do it more quickly and then make a decision whether a more detailed study would be appropriate.

Yes, you understood me correctly.

Mr. Mendez commented, I need to ensure that we understand if we proceed at this higher level, if we come back in a number of months without specific detail and then we are going to be asked for specific answers and all we're going to be able to say is that we didn't study that so we don't have the answers. I want to ensure that Board members are comfortable with that. If we come in with a very high level sketch drawing of broad boundaries and we don't have the details to answer your questions in ten or twelve months, you are going to be comfortable. That is what concerns me. What Dale outlined is an approach that will address all of Mr. Schorr's issues. The other thing we haven't clarified is whether we are going to include the I-19 discussion within this. Possibly Mr. Feldmeier has other concerns about I-17. There are other concerns that probably need to be placed on the table.

Mr. Schorr stated, we're not looking for a perfect study; we're looking for a good study. We will know early on, if you issue an RFP whether this is do-able or not. If the private sector comes back and says they can't do this, we will know. If they say they can do it in twelve months, we may be right. Maybe they will say fifteen months, sixteen months; we will know. You won't know until you ask.

Mr. Mendez said it's important for us to keep this in perspective. We can go and push the envelope. Dale didn't address the funding issue. I don't know if you need to get into how you are going to pay for all of this. Dale will need to identify funding.

Dale said that as he indicated in the presentation, the bulk of staff and financial resources for planning studies are being devoted to the regional profiles and the update of (unable to hear tape). Additionally, we are working with local entities to help them develop long-range transportation plans in the form of smaller transportation studies. There is SPR funding available and with judicious use of staff and tweaks to the budget, we could conduct and fund this study. It makes a difference regarding the duration and cost of the study, the level of specificity. If we do a generalized study, a higher level study not as detailed as Mr. Schorr and Mr. Zubia have recommended, we can do that quicker and with less cost than if we were to do a corridor definition study. The reason I mentioned the gateway studies

the Hidden Valley that was described. I would like to propose to the Board that we prepare the request for proposal which will have within it the following components:

- Traffic demand distribution
- Conceptual Plan (if the eastern part of it would be in New Mexico or Texas, so be it; wherever it should be, should be.)
- Preliminary Environmental Screening (air, water, land and other environmental concerns)
- General cost estimates
- Cost benefit analysis
- Funding alternatives
- Completion date by end of 2007

The purpose is to see if there is enough there to see if you want to go forward with a more comprehensive study. PAG benefits of getting interstate trucks off of the system is enough to justify this on a stand alone basis. If we want to consider the impact of I-19, that is fine. We should integrate with other studies, take advantage of the other studies, take advantage of the inventory and other resources.

It was asked if this is feasible to do this within a year. In reply, Mr. Mendez said there have been discussions. The basis of the letter from Mr. Schorr from December 22 is to try and set the scope. We've had discussion about how long something like this takes.

Mr. Schorr said, I'm not necessary stating that the study be done in-house.

Mr. Buskirk said to assess the feasibility of this route, we did look at traffic on I-10 from the California border through to the New Mexico border and looked at how much traffic is generated in the Phoenix area, the Tucson area and how much between and at the ends of I-10. Not surprisingly, the bulk of the traffic is in the Metropolitan Phoenix areas. The question is when you look at the feasibility of this bypass are we looking at the feasibility now, under existing traffic conditions or are we looking at it in the future. Given the lead time to develop a project and with the understanding of the planning study, we would be looking not at needing a feasibility study under current circumstances but in the future as well. The reason I cited the Reconnaissance Study and the framework studies is you've seen the population maps of what population might be if you extrapolate existing growth and development in 2050. We need to look at the feasibility of this study under existing conditions but future conditions as well which requires a certain amount of forecasting. The model I think we would use to do the study, that meets the requirements that Mr. Schorr outlined in his letter, is the Corridor Definition Study. There is no road there now. We had originally thought we could do those Corridor Definition Studies in a year but as you know, it required a fair amount of coordination, stakeholder involvement and public participation, presented to you in a study session and we went back and did an additional analysis. If we use the Corridor Definition Study as the model, which I think is the most appropriate, a year would be very ambitious.

I don't think we will know until we put out the RFP and until the private sector answers it and tells whether they can do it. I know consultants have done a lot of complicated studies within a year. I cannot buy into the notion that the state can afford to do studies in which we can't even answer when they are going to be completed. We need to try and pin ourselves down. We do this in our live, our professions and industries. We have to set perimeters. If a year is too little, industry will tell us early on that's not enough time. You don't know until you ask.

and it becomes a larger study area and more expensive. The issue of a Tucson bypass of Interstate 19 and 10 is an idea that has been examined in the past and for various reasons that was not done. You've identified an issue and it could, if so desired, be incorporated into this proposal.

Si's point is well noted, to the extent we can get things ahead of time, or at least get notified that we're not going to see anything until the day of the meeting, would be helpful. I think going off of former chairman Martin's comments regarding I-19, the point is made that the CANAMEX, really makes the timing of this issue of the bypass critical given that the CANAMEX isn't entirely in yet. The timing of this issue is critical. I know there are a lot of existing facilities north of Casa Grande that are currently designated as bypass routes, maybe it turns out we need an improvement of those or a new route all together. To the north of Tucson and to the east of Tucson, there is absolutely nothing and I think to the extent that the study is focused on that or at least more attention needing to be paid to that area, is the point I'd like to make as far as the scope of the study. It was eluded to that you have a lot of studies going on, you are limited on staff and so the intent that you would have on an individual basis is going to be severely limited. I think your proposal to tie it into those studies is a great proposal. I would support that. I think we can use that as a model because there are a lot of counties with a vested interest; the eastern counties, PAG, Pinal County, where they could be brought in early as part of the partnership and maybe taking the lead on certain parts of this until such time ADOT can take this over and be designated as a route. Let's see this as a revolutionary process and not something that is going to be a year from now saying this is the route.

Several months ago, Ms. Walker from the CANAMEX office made a presentation to the Board regarding the designation of the CANAMEX Corridor particularly as it related to the Metropolitan Phoenix area. The Board approved that proposal which was basically I-10 north from Tucson, I-8, SR 85 and Vulture Mine Road, Wickenburg Road and connecting with 93. Given that the Board made that approval, subsequently we have requested that that be changed to federal statute. Representative Grijolva has taken that forward, presented a bill to change that formal designation, again as a bypass for the Metropolitan Phoenix area.

Mr. Schorr said that the purpose of the proposal I made last month, which I spelled out in considerable detail, the details were conception, they were not meant to be specific. I told the Board and the public at the time the reason I made the proposal, and I worked with the district engineer in Tucson, many of the thoughts I had were unoriginal but were based on prior studies and prior concerns. The reason for it is that we need to have an alternative way of getting from Tucson to Phoenix. I-10 cannot be continually widened. It's getting more and more expensive each year. We are running into constraints both geographical and man-made. The idea of widening I-17 through Phoenix is going to be most difficult unless the people in that area want double decking, double tiering of I-17. We need to seek alternatives. The proposal that I made was to come up with alternatives and the surest way to do it is to get the trucks off the road to the extent that you can. If you get the trucks off those roads, we achieve remarkable things. If you get the interstate trucks and to some extent interstate traffic, you automatically widen I-10 and you don't have to work towards even further widening which is increasingly expensive. We talked about Route 76 only because portions had been studied in the past. Thirty or forty years ago, somebody else had this idea, it went on and for some reason it went off, money, time, etc. The idea is to create a bypass around the Greater Tucson area, around the Greater Phoenix area and to increase mobility for everyone. I understand there are other studies going on. I think we can take the other studies that are going on, be aware of what they are and integrate them with what we are doing. I am concerned that there is no time to set the implementation of the study. That is

When did it start; when did it end? Is there any reason why the Board was not furnished with that prior to this morning?

First, it started after you had made the proposal that we look at a Phoenix I-10 Tucson Bypass Study. So, after you had made the request at the last Board meeting, we began preparing the response for this meeting.

Do you think it was appropriate to tell the Board what you were doing and to furnish them with the materials concerning the subject matter which you now presented to us this morning?

It has taken us some time to prepare this material. As I indicated in the presentation, we have some research to do regarding background on State Route 76. It took us some time to identify some of the ongoing studies that were relevant to this proposal and it wasn't finalized until yesterday.

When do you plan the Hidden Valley Study to be completed?

I'm not sure of the completion date, however, one of the things that we are going to do is take a very quick look at the written material you provided several months into the study about the feasibility of the route. We will be providing that input to the Board early in the study process.

When do you contemplate the Hidden Valley Study will be completed?

I do not know when that will be completed.

Bill Feldmeier asked a question.

In reply, the other studies, the Southeastern Study and the I-10 Study, one of the things we're not approaching here is the southern half of the area below I-10, what in fact I-19 has on this. Because all that has been proposed at this point is deferring traffic coming from the east, it is not addressing the issue that there is significant truck traffic coming from Mexico via I-19. This is not what is being addressed here. It is not studying that issue at all. We're drawing a point to an eastern boundary and I don't think that is the eastern boundary. If the purpose is to defer eastern traffic, the logical point making (unable to hear tape) Mexico. That needs addressed as well.

I agree we need to be synchronizing. If we have a portion of this work already being performed, I don't see a need to generate new studies, perhaps a broadening of studies already being done. Is that feasible within reasonable guidelines?

As I indicated in the presentation, there are a number of studies that are currently ongoing. Depending on how far along the studies are, it may be possible to incorporate a new component into them. If the study is near completion, we have somewhat less flexibility. Regarding this particular proposal, since it is now just a proposal, it would be fairly easy to broaden the scope of this study to include a boundary further to the east, such as you have suggested. Again, we have not finalized the study area for this particular proposal so we could change that. With regard to your point about Interstate 19, yes, there is a significant amount of truck traffic crossing the international border and Maricopa proceeding north on 19 connecting with 10 and going east and west and that would not be addressed in this particular proposal. Again, since this is in proposal stage, we could incorporate that as far as the study

So the geographical boundaries are south of I-10.

It very much, if you go to the map, the second slide, it is consistent with the map that was used as part of the proposal you presented.

We're going to be looking at something along the lines of the (unable to hear tape).

It's a very broad sweep.

What boundaries would they be?

You have to remember that we are defining a corridor and the scope of the study would be broad, pretty much along the lines that were on the map that Greg Gentsch presented last meeting.

Are we talking about an area that is south of I-10?

Yes.

West of what point?

An explanation referring to a map was given.

And what is the purpose of the Hidden Valley Study?

As I indicated, the purpose of that study is to look at the transportation infrastructure that will be required by 2050 to accommodate expected growth and development in that area over that timeframe.

So it is a very broad based study.

It is. But it will be looking at not only the required major facilities but also local infrastructure.

You also mentioned a mobility study. I received a copy of that yesterday, I believe that is basically an inventory study of the resources that are available to the study area.

The Reconnaissance Study is the first phase of a multi-phase effort to assess the area long-range transportation needs of the state. One of the things this study will do is develop some methodologies, gather some data to prepare to do the framework studies that I talked about.

Basically it's an inventory of the resources that are currently available, correct?

You are correct. Additionally it will develop some tools for doing that extreme long-range planning.

The proposals you mentioned today, which I was not aware of until today, how is that involved?

How has the proposal that I presented to you evolve?

areas. It is my proposal that we synchronize the schedule, scope of work and deliverables of this study with the MAG Hidden Valley Framework Study. That study area is focusing on Maricopa and Pinal counties. My proposal is we develop a comparable study for that portion and synchronize those studies. I have been in discussion with MAG which is administering that multi-jurisdictional study and has concurrence that they would sync their study scope and schedule with this proposed study. If we are going to synchronize these two studies to study the entire length of the proposed route, from somewhere to the east of Tucson to the west of Phoenix, that it would require extensive coordination throughout the study process. And we would hope that through the extensive coordination, we could develop consistent recommendations that seamlessly reflect both planning efforts. Another slide showed the comparison of the study tasks to indicate that we would have comparable scopes of work that would be essential if we were to join the two studies seamlessly and make a single set of recommendations. We would have an eastern study area and a western study area. Both studies will recommend the general location of a potential new corridor if needed and if feasible. The result of the studies would be to locate a general location, not to establish a specific alignment. In the same way as we did for the Pinal County Corridor Definition Studies, we would develop planning level corridors. The next step would be to do a design concept report location study which would set the exact alignment. Actual alignment would be determined by a DCR and that would include additional environmental work. There are some other studies that are either in the initial stages or planning stages that would affect this particular proposal. One is the Statewide Intrastate Mobility Reconnaissance Study. This is a study that is being funded and guided by ADOT, MAG, PAG, CYMPO, YMPO, FMPO, NACOG, CAAG, SEAGO and WACOG. In other words, virtually all of the regional planning agencies along with ADOT will be involved in funding and guiding this study. This is going to be a very long-range look at the transportation, looking at what might be needed given a population scenario in 2050. The scope of work for this study has been drafted, we've met, you've made some comments to it and it is in the process of being finalized. The timeline for this study indicates that it is expected to commence in April 2007. It will be looking at the long-range future and identify needed transportation facilities. As part of that Reconnaissance Study, it identified a number of framework studies that are looking at particular areas of what the long-range transportation needs might be in those areas. Interestingly, there are four of those framework studies that appear directly on the proposed route, mainly the I-10 Hassaympa Valley Study, the I-10 I-8 Hidden Valley Study, I-8 I-10 Oracle Valley and I-10 at San Pedro. In essence, this proposal, if we synchronize with MAG Hidden Valley, would be addressing four of those framework studies. To summarize, in response to the proposal that was advanced, it is our recommendation to the State Transportation Board that the mode of proceeding would be to synchronize the study with MAG Hidden Valley Study, develop an eastern component and western component of it. It is something that we could initiate quickly and get underway in approximately two months.

Questions:

What are the geographical boundaries of the Hidden Valley Study?

In reply, it includes that area to the west of the Phoenix Metropolitan area, I-10 and down through Maricopa County into Pinal County.

South of I-10 then?

Yes.

feasibility study was presented in 1980-1981, a number of district engineers, based on their analysis, recommended the transfer of State Route 76 to Pima, Pinal and Cochise counties. Given that recommendation, a second feasibility study was done in 1988. The highlights of this study cited low traffic volumes and rising construction costs. It determined, and this is particularly important, that State Route 76 did not meet the criteria of the State Highway, therefore, recommended that this roadway cease to be a State Route and be returned to the counties. In 1988, the State Transportation Board removed State Route 76 from the State Highway system and returned it to the three counties. The next map shared identifies the major planning priorities for ADOT's Transportation Planning Division. ADOT is mandated by state statute to prepare a long-range multimodal transportation plan for Arizona. It is further required to update MoveAZ on a five-year cycle. The mechanism for which MoveAZ is updated is regional transportation profiles. We have divided the state into twelve regions and are doing regional profiles for each of the regions and based on that will provide project specific information that will then be gathered, organized and integrated into MoveAZ's update. The next slide indicates the five-year cycle is rapidly approaching. The State Transportation Board must approve the update of MoveAZ no later than December 2009, less than three years from now. Responding to the state legislative mandate, our planning priorities have focused on the regional transportation profiles and the updating of MoveAZ. After having examined the history of State Route 76, the next step taken in developing this response to the proposal was to examine the existing relevant long-range multimodal transportation plans, mainly MoveAZ, the state's long-range plan; MAG Regional Transportation Plan and the PAG Regional Transportation Plan. And we found the proposed route is not included in any of the existing long-range plans. Our next step was to examine either on-going or soon to be initiated planning studies that were relevant to the proposed route, namely the CANAMEX Corridor, the Multimodal Freight Analysis Study, a study that will identify deficiencies in infrastructure that relate to trade and commerce statewide. This is a study soon to be initiated and to be completed by early 2008. This is a key component to the updated MoveAZ. We have been requested by the Governor's office and the Department of Commerce as part of economic development to assess the infrastructure ability to support growth and development in Arizona. Where we are focusing on the regional transportation profiles, another relevant ongoing study is the Southeast Arizona Regional Transportation Profile. This study is underway and is expected to be completed in mid 2007. Another one of the regional profiles relevant to this study is the I-10 Pinal Regional Transportation Profile. This is an ongoing study. When we presented the report of the Pinal County Corridor Definition Studies to the Board and you approved them, we were requested to do corridor definition studies for southern Pinal County and its interface with Pima County. We are including corridor definition studies for southern Pinal County and northern Pima County as part of this I-10 Pinal Regional Transportation Profile the same way we did it for western Pinal County. It is expected that this regional transportation profile will be completed by mid 2008. Continuing with a review of our existing studies that might affect the proposed route, there is the I-10 Hassayampa Valley Roadway Framework Study which is being conducted by MAG and scheduled to be completed in late 2007 and the I-8 and I-10 Hidden Valley Roadway Framework Study. This is a study that has been developed by a number of jurisdictions, MAG is taking the lead, ADOT is a participant as is PAG, Pinal County and individual cities and towns. This particular study is to look at the growth and development in Maricopa and Pinal county and identify the kinds of infrastructure that are going to be necessary to sustain that road and development. The scope of work as been prepared by the participants. The project has been advertised; consultants have responded. The consultant has been selected. The project has not yet commenced, however is near. Our proposal to you as members of the State Transportation Board as to how we address the I-10 Phoenix - Tucson Bypass Study, it would be a study to identify the need and feasibility of a potential new corridor bypassing the Metropolitan Phoenix and Tucson

**SPECIAL TELEPHONIC BOARD MEETING MINUTES**  
**STATE TRANSPORTATION BOARD**  
**9:30 a.m., Monday, January 8, 2007**  
**Arizona Department of Transportation (ADOT)**  
**Director's Office, Room 135**  
**206 South 17<sup>th</sup> Avenue**  
**Phoenix, Arizona 85007**

The State Transportation Board met in official session for a "Telephonic" Board meeting at 9:30 a.m., Monday, January 8, 2007, with Chairman, Jim Martin presiding via phone. Other Board Members participating via phone included: Joe Lane, Si Schorr, Bob Montoya, Delbert Householder, Felipe Zubia and Bill Feldmeier. Dale Buskirk, Assistant Director, TPD also participated via phone. Participating in person were, Victor Mendez, Director, David Jankofsky, Deputy Director, Ron Aschenbach, Attorney General's Office and John McGee, Chief Financial Officer.

The Agenda consisted of the following for Discussion and Action:

**\*ITEM 1:                    Reorganization**


Selection of Chairman and Vice Chairman (in accordance with A.R.S., Section 28 – 303(B)).

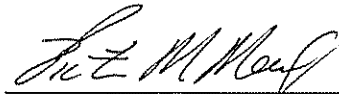
**Board Action:**        Bob Montoya made the motion to elect Joe Lane as Chairman of the State Transportation Board. Delbert Householder seconded and the motion carried unanimously.

**Board Action:**        Delbert Householder made the motion to elect Si Schorr as Vice Chairman of the State Transportation Board. Bob Montoya Seconded and the motion carried unanimously.

**Board Action:**        A motion to adjourn was made by Si Schorr, seconded by Delbert Householder and passed unanimously.

The meeting adjourned at 9:40 a.m.

  
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Joe Lane, Chairman  
State Transportation Board

  
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Victor M. Mendez, Director  
Arizona Department of Transportation